

BASS, LIGHT
GRAVITY ALE
\$4.50 For Dozen Pints.
IND. COOPE'S STOUT
\$2.35 For Dozen Pints.
H. Price & Co.,
468

The China Mail.

ESTABLISHED 1845.

GRAND PRIZE PARIS 1889
The Highest Quality Award
Joseph
Gillott's
PENS
Of Highest Quality, & Having Great
Popularity, are the
GREATEST
The only ones made in England.

No. 13,122

號二廿月四年五零百九千一英

HONGKONG, SATURDAY, APRIL 22, 1905.

日八十月三年巳乙

PRICE, \$3.00 Per Month.

MACWEN, FRICKEL & CO.

FORWARDING DEPARTMENT.

REGULAR Weekly Departures for EUROPE.

Parcels and Goods shipped to all parts of the World.
All Expenses, including Duty and other destination charges, are paid by order, or otherwise as directed.

Goods received for Storage, Packing, Shipment, &c. by ship.
Estimates for Freight and other charges upon receipt of Cargo Capacity, Contents, Weight and Value.

CHINA PARCEL EXPRESS.

Office—3, DUNDRELL STREET.
Hongkong, December 6, 1904. 1815

Wanted.

WANTED.

A TEACHER of ENGLISH and ARITHMETIC.

Apply at THE LI SHING SCIENTIFIC and INDUSTRIAL COLLEGE, 66, Queen's Road Central.
Hongkong, April 20, 1905. 825

BOARD AND ROOM WANTED.

IN A FAMILY for YOUNG GENTLEMAN to arrive shortly, about \$600.

Apply—
Care of 'CHINA MAIL' Office.
Hongkong, April 18, 1905. 511

WANTED.

AN EXPERT TYPEWRITER.

Salary to a quick worker.
Apply to
JOHNSON, STOKES & MASTER.
Hongkong, March 31, 1905. 651

Intimations.

NOTICE.

A. S. WATSON & CO., LIMITED.

EASTER HOLIDAYS.

THE following hours of Business will be OBSERVED in All Departments—
FRIDAY, 21st April, 10 a.m. to 1 p.m.
MONDAY, 24th April, 10 a.m. to 1 p.m.
A. S. WATSON & CO., LTD.
Hongkong, April 20, 1905. 824

BANK HOLIDAYS.

IN accordance with the provisions of Ordinance No. 6 of 1876 the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on GOOD FRIDAY and EASTER MONDAY, the 21st and 24th instant.
Hongkong, April 17, 1905. 801

FIRE INSURANCE ASSOCIATION OF HONGKONG.

EASTER HOLIDAYS.

NOTICE IS HEREBY GIVEN that FIRE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business on GOOD FRIDAY and EASTER MONDAY, the 21st and 24th instant, respectively.
By Order,
A. R. LOWE,
Secretary.
Hongkong, April 18, 1905. 813

LOST.

NEAR Kennedy's Stables—One White FOX TERRIER PUP.

License No. 140, Black Head, with Four Yellow Spots on Face.
Finder will please return to CAPE WISMANN.
Hongkong, April 19, 1905. 810

SUNGKIAN FIRE, APRIL 22nd, 1905.

SHIPPER, Underwriters, and others are hereby notified that the GENERAL AVERAGE STATEMENT will be CLOSED on 15th MAY, 1905, and that all claims not sent in to the Underwriters before that date cannot be included in the Statement.

BUTTERFIELD & SWIRE.

Agents,
Hongkong, April 17, 1905. 803

THE POPULAR SCOTCH IS BLACK & WHITE



JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS
By Appointment to
H.M. THE KING
and
H.M. THE PRINCE OF WALES

Supplied at all the Leading Clubs and Houses, and to be obtained from LANE CRAWFORD & Co., Queen's Road Central.

Business Notices.

W. S. BAILEY & CO.

ENGINEERS & SHIPBUILDERS.

WORKS: KOWLOON BAY. OFFICES & STORES: No. 20, CONNAUGHT ROAD.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONAM, 2,583 tons, Captain H. D. Jones.
s.s. POWAN, 2,334 tons, Captain R. D. Tiao.
s.s. FATSHAN, 2,280 tons, Captain W. A. Valentine.
s.s. HANKOW, 2,073 tons, Captain C. V. Lloyd.
s.s. KINSHAN, 1,995 tons, Captain J. J. Lousias.

Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday Excepted) 9 p.m. and 12.30 p.m. (Saturday Excepted).

Departures from Canton to Hongkong daily at 8.30 a.m., 3 p.m. and 6 p.m. (Sunday Excepted).

These Steamers, carrying His Majesty's Mail, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

Hongkong-Macao Line.

s.s. HEUNGSHAN, 1,998 tons, Captain W. E. Clarke.

Departures from Hongkong to Macao on week days about 2 p.m. (See Special Sum for Time Table).

Departures on Sundays at Noon.

Departures from Macao to Hongkong daily at 8 a.m.

Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8.30 a.m.; and leaves Macao for Canton every Monday, Wednesday and Friday at 8 a.m.

JOINT SERVICE OF THE H.K. & M. STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE HONGKONG & MACAO STEAMBOAT CO., LTD.

Canton-Wuchow Line.

s.s. SAIKAM, 588 tons, Captain J. Wilton.
s.s. NANNING, 569 tons, Captain O. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at 8.30 a.m., and the other leaves Wuchow for Canton on the same day at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
18 Bank Buildings, Queen's Road Central, opposite the Hongkong House
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

PELHAM HOUSE.

PRIVATE HOME, CENTRAL HONGKONG.
TWO MINUTES' WALK FROM POST OFFICE.
SPECIAL TERMS FOR MONTHLY BOARDERS.
RATES MODERATE.
20, WYNDHAM STREET.
Hongkong, September 6, 1904. 18

HARRIS KEENEY COMPANY

BEZ to announce that on MAY 1st they will OPEN a SHOW ROOM in THE RR STREET, Next to the Post Office, just opposite the main entrance to the Hongkong Hotel, with a full line of High-grade FUR, RATTAN and HARDWOOD FURNITURE, etc., etc.

DON'T FORGET THE LOCATION.
Hongkong, April 22, 1905. 19

THE KOWLOON DAIRY, KOWLOON.

CONDUCTED on European principles.
COWS imported from America and Australia.
Special Cow kept to supply Infants.
DELIVERED MADE TWICE DAILY.
New Laid Eggs, 30 Fowls per Dozen.
Can be had at 50, WELLINGTON STREET.
Milk, 10 Cents per Small Bottle.
Milk, 20 Cents per Large Bottle.
Orders received at 243 Des Voeux Road, 69, Wellington St., and Kowloon Dairy, Kowloon.
A. AHWEE, Proprietor.
Hongkong, March 31, 1905. 873

ROYAL HAIRDRESSING SALOON.

No. 14, BEACONSFIELD AVENUE.
WE beg to notify the Public generally of Hongkong that we have just OPENED a First-class Hairdressing Hall at the above address. We make Cleanliness a Specialty.
VICENTE BARCENILLA, Proprietor.
Hongkong, April 10, 1905. 453

CHIEF WING & CO., 23 & 25, LEE YUEE STREET (WRE) HONGKONG.

DEALERS IN
ALL SORTS OF COPPER, BRASS, STEEL, IRON WARE, &c.
STEEL GIRDERS AND TIES.
CORRUGATED IRON, PIG IRON, &c.
Suitable for
SHIPS, ENGINEERS AND HOUSE BUILDERS.
Hongkong, May 24, 1904. 122

NOTICE.

THE Hongkong Lyons & Pilsner & Co. as a celebration have this day REMOVED their Office to First Floor of 5, 16, 17, CONNAUGHT ROAD CENTRAL.
Hongkong, April 5, 1905. 735

FIVE POINTS

ABOUT
'SINGER' SEWING MACHINES.
PRICES CHEAPER THAN AT HOME.
FIVE YEAR'S GUARANTEE.
FREE INSTRUCTION.
FREE REPAIRS AND CLEANING.
Hongkong, March 23, 1905. 1282

COTTAM & CO.,

HIGH-CLASS OUTFITTERS.
Just Arrived:
NEW LINE SUMMER GOODS.
SUMMER COLOURED TUNIC SHIRTS.
WHITE GAZZ SHIRTS & YAMA SUTTS.
BOSTON GARTERS & PAPER POWELL COLLARS.
BROWN BOOTS.
The Latest Fashions in High-Class NECKWEAR.
EVERY REASONABLE NOVELTY.
HONGKONG HOTEL BUILDING.
Hongkong, April 12, 1905. 771

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

SAVE FUEL BY COVERING YOUR BOILERS AND STEAMPIPES WITH

BELL'S ASBESTOS NON-CONDUCTING COMPOSITION.

ESTIMATES GIVEN FOR WORK FINISHED COMPLETE.

OR SUPPLIED IN Bags of 1 cwt. each.

Office: 6, DES VOEUX ROAD.

THE HONGKONG & MACAO STEAMBOAT CO., LTD.

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Business Notices.

GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT

Casks of 375 lbs. net, \$4.50 per Cask, ex Factory.

\$2.70 per Bag, 250 lbs. net, ex Factory.

Shewan, Tomes & Co.,
GENERAL MANAGERS.

Hongkong, March 7, 1905. 2659

FAIRALL & CO.

ARE SHOWING A NEW ASSORTMENT OF

MUSLINS, VOILES, LINENS and

EMBROIDERIES

SUMMER MILLINERY, etc.

EVERYTHING SUITABLE FOR THE PRESENT SEASON.

Hongkong, April 22, 1905. 1905

HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND CUISINE.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.

MODERATE TERMS AND NO EXTRAS.

A. F. DAVIES, Acting Manager.

THE 'CONNAUGHT HOTEL,

QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL, SITUATED NEAR THE BANK AND PRINCIPAL OFFICES.—EXCELLENT CUISINE AND WINES.

Large and Lefty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Laundry Service for Guests.

For Terms, apply
THE MANAGER.

1413

THOMAS' HOTEL

A FIRST CLASS HOTEL, most centrally situated; Well Furnished and Airy Bedrooms. Monthly Boarders accommodated on very Moderate Terms.

For Particulars, apply to
THE MANAGER.

Hongkong, August 1, 1904. 1413

AN OLD FAVOURITE

V.R.O. LIQUEUR SCOTCH WHISKY

(SQUARE BOTTLES).

Price \$16 per dozen.

THE VICTORIA DISPENSARY,

Wine and Spirit Merchants, &c.

W. BREWER & CO.

23 and 25, QUEEN'S ROAD.

The Prodigal Son, by Hall Caine \$1.75

The Game of the East, by Savage Landor; 2 Vols. 24.0

Europe in the Far East, by Douglas 5.80

A Secret Agent in Port Arthur 4.70

Scott's Stamp Catalogue, 1905 1.50

New Map of Kiangsu, Yangtze Province 1.25

Aunt Lydia's First Book80

A Diary of the Russo-Japanese War, with Maps and Illustrations; Parts 1 to 20 at 60 Cents each.

Confessions of a Young Man 1.50

Man's Place in the Universe \$2.50

Financial Folly80

Part 9; Handy Information \$1.50

The Best Egyptian Cigarettes: Sultan's, \$2.00; Pasha's, \$2.50 per 100.

Constant Fresh Supply. New Windsor Fountain and Stylographic Pens.

POTASH SULPHUR WATER

IN BOTTLES, HALF-BOTTLES AND SPLITS.

For STOMACH troubles and all diseases arising from excess URIC ACID such as Rheumatism and Rheumatic Gout, consumers are benefited by drinking the water, it being a perfect alkaline corrective. It mixes well with Wines and Spirits without in any way destroying the flavour.

Telephone No. 75. Sole Agents for Hongkong—

Caldbeck, Macgregor & Co.,

15, QUEEN'S ROAD

Hongkong, April 1, 1905. 2110

BY TELEGRAPH.

["CHINA MAIL'S" EXCLUSIVE SERVICE.]
[SUPPLIED BY REUTER'S HONGKONG.]
[Received on April 20, at 6.57 p.m.]

RIOTS IN RUSSIA.

STRIKERS WITHSTAND THE POLICE.

Infantry Disperse the Mob.

London, April 20.

It is reported in St. Petersburg that a very serious riot has occurred at Putiloff.

One of the strikers was about to resume work when his comrades tried to prevent him.

About two thousand strikers assembled in front of the works and became so menacing that the mounted police were sent for.

The crowd armed themselves with iron missiles and when the mounted police arrived the mob showered volley after volley of pieces of iron on them.

This curbed the mounted police and the military were called out, the crowd being finally dispersed by the infantry.

An entire regiment is now quartered at the works while the vicinity is being strongly patrolled.

POLITICAL PARTIES BEING FORMED.

A Body of Radicals.

Osaka, April 15.

With regard to the Imperial ukase promulgated on the 2nd of March, several political parties are being formed in Russia.

A strong party, who call themselves Radicals or Constitutionalists, has been formed by members of the District Councils, professors, and students, who claim the grant of a popular election.—N.C. Daily News.

["CHINA MAIL'S" EXCLUSIVE SERVICE.]

[SUPPLIED BY REUTER'S HONGKONG.]
[Received on April 20, at 6.57 p.m.]

THE TROUBLE IN FRANCE.

TWO HUNDRED CASUALTIES.

SOCIALISTS ATTACK THE GOVERNMENT.

The Calling Out of Troops Supported.

London, April 20.

The rioting at Limoges, which took place on April 17, has created great excitement throughout France.

In the Chamber of Deputies the Socialists vehemently attacked the Government for utilising the troops to quell the disturbances.

A brisk debate followed, but the action of the Ministry was generally supported by the Chamber.

Later accounts show that the first report minimised the casualties, for it now appears that nearly two hundred officers and men were wounded.

The riot is now over and the town is quiet.

["REUTER'S SERVICE.]

FRANCE AND SIAM.

London, April 19.

A hitch has arisen in the Franco-Siamese delimitation under the convention, owing to the French Commissioners declaring that they have discovered errors in the geographical data supplied by Siam.

FRANCE AND MOROCCO.

A Conciliatory Attitude.

London, April 19.

M. Delcasse said in the Chamber that Morocco had accepted the principle of the French proposals, and negotiations were now proceeding on that basis.

If Germany considered the explanations regarding Morocco insufficient, he was prepared to complete them in order to reassure all interests and remove all misunderstandings.

London, April 19.

Eleven steamers of the "Rivendale" refusing to sail from Bombay to Kobe, because the cargo was cotton, were prosecuted and acquitted; the Magistrate holding that Russia having declared cotton contraband, the accused were justified in refusing to risk capture.

The imprisonment of the crews of the "St. Helena" and "Battersby" in Hongkong on a similar charge is attracting much attention in England.

LATES.

Mr. Lytton has telegraphed for information concerning the British women of the "St. Helena" and "Battersby" imprisoned in Hongkong.

BY TELEGRAPH.

THE MACKAY TREATY.

Earl Percy says that the Government has received no information that China has ignored the Mackay treaty.

THE UNITED STATES AND JAPAN.

London, April 20.

Mr. Taft, the United States Secretary for War, on his return from the Philippines, will visit Tokyo as a guest of Japan. The party will include Miss Roosevelt and several Senators and Congressmen.

SIX YEARS IN A CHINESE VILLAGE.

White Women's Experiences.

There arrived in port this morning, by the West River steamer "Shunchoo" three European women who have just succeeded in effecting their escape from a village on the West River and whose experiences, while they were practically held prisoners, should serve as an additional note of warning to all white women against marrying Chinese. Their experience is that of many who have preceded them, and are now paying the penalty for having disregarded the warnings that are continually being sounded in newspapers throughout the East.

Two of the women are natives of Australia and the third comes from Chili. The first of the former went to the village six years ago and since that time has been prevented from leaving it although she has almost ever since desired to do so. She was seen by a CHINA MAIL representative, at the Italian Convent, this morning, and gave an account of how she came to be in her present unenviable position.

From her story it was gathered that some years ago she met a certain Chinaman, and thinking that it also accompanied him to China she would have a life of ease and luxury she consented to do so. They proceeded to the village of Saucheng, some distance beyond Kiangmoon, and there she found that her husband was a man of some importance in the village. She also found that he had numerous other wives, with whom she was compelled to share his affection. One of the latter, a small-footed woman, soon conceived a great dislike for her, and when the master of the house also began to weary of her repeated requests to be sent back to her own country, found plenty of opportunities to treat her very cruelly.

The Chinese woman frequently beat her, with the assistance of her friends, and on one occasion inflicted a big cut on her head. Meanwhile the Australian wife had been stripped of all her European clothes and compelled to don Chinese attire, which, until arriving here this morning, she continued to wear.

Life in the village she declares cannot be described. She was compelled to live in an evil-smelling Chinese hut and eat even most horrible Chinese food and to work in the fields as an ordinary coolie woman. When she refused to perform the work required she was beaten into submission. Her efforts to escape were always frustrated by her husband who threatened to kill her if she did not settle down quietly. Six days ago the present chance came.

The husband was on a visit to Hongkong and the woman having previously enlisted the sympathy of a Customs Officer made her way, accompanied by the two other women, to Kiangmoon and was there taken on board a Chinese Cruiser by the Customs people, and although her husband, on hearing of her flight, tried to have her returned to him the Customs people prevented him from carrying out his desire.

Her companions had both been detained in the village in a similar manner, but not for such a long time. The other Australian had three children, but also had some money to take her back to her home, while the woman interviewed and her third companion were both destitute and had three children.

The children have been given shelter by the good sisters at the Italian Convent and the women are also being temporarily looked after by them.

Both are anxious to leave Hongkong and their would seem to be a case in which the Benevolent Society should be approached in order that they may, if possible, be assisted in returning to their friends.

The woman declares that there are at present other white women detained in the village, one of whom is old and almost blind.

Lt.-Col. Fittion.

Major and Brevet Lieutenant-Colonel H. S. Fittion, D.S.O., Queen's Own Royal West Kent Regiment, who will succeed Colonel W. G. B. Western, C.B., in command of the 2nd Battalion at Hongkong, is now second in command of the 1st Battalion at Malta. He has served in the army since 1884, when he joined the Royal Berkshire Regiment, and has since won through the Eastern Sudan war, 1885, Egyptian Frontier Field Force operations, the Dongola Expedition, 1896, and the Boer War.

RHEUMATISM is cured by Chamberlain's Pain Balm. One application relieves the pain. For sale by All Dealers. WATKINS & Co., Ltd., General Agents.

WITH OKU IN MANCHURIA.

IMPRESSIONS OF WAR.

The Woes of the Noncombatant.

[FOR THE CHINA MAIL BY MR. F. LORNE PRATT.]

VI.

The public generally is apt to confine its sympathy in war time to those who fall on the battlefield or to those they leave behind to weep, and, alas, sometimes to starve. But there are others. None but the most unfeeling-hearted could help feeling sorry for those who are even now shedding their blood on the frozen millet fields of Manchuria and still greater sympathy for the families who are bereft of their breadwinners and are consequently plunged into undesired destitution. But great as the blow needs must be to those who remain to mourn, the misfortune of the non-combatant soldier is a very different one.

For in this war what of the unfortunate owners of the territory whose crops have been devastated by the movements of half a million alien fighting men? In Manchuria, sparsely populated though it is in comparison with the central and southern provinces of the Middle Kingdom with their countless millions, the majority of the people are over-hungry and poor. The loss of their crops means death or at least dire distress. And he is not helped in his sufferings by knowing that his misery makes for the salvation of his country or the glory of his king. It may be of interest to do credit what I saw of the effect of the war during the 1905 campaign upon the Manchurian.

To many of the younger Manchus and to the owners of these wide lonely lands looking but simply in vain for the crops that have been laid waste. At first the Russians employed them for manual work. I have reason to believe now that the stories of requisition without payment were grossly exaggerated. John, I have found from my own experience, is a strongly averse to doing anything for nothing, and he was not slow in discovering that his aid was absolutely essential to the belligerents. When the Russians were pressed back it simply meant to John a change of masters, and as the payment was maintained on a higher scale he was perfectly satisfied. As a fact a fact owner was paid by the Japanese at the rate of 700 or 800 taels for the land, and the end of the campaign would run into an acceptable total.

But the hapless residents of the villages on the line of march faced badly indeed. In turn the troops of Russia and Japan were quartered upon them, and their crops were laid waste. The troops of the Japanese were quartered upon them, and their crops were laid waste. The troops of the Japanese were quartered upon them, and their crops were laid waste.

Nonetheless, the Manchus had a very unhappy time of it. Most people know that all the peoples of China hold strong views about the sanctity of the home, and that if one visits a Chinese village it is a very unusual thing even to see the female side of the establishment. As an instance I visited on two or three occasions the military mandarin at Liaoyang, who by the way, regaled me with champagne mixed with tea heavily sweetened. He invariably treated me with the greatest respect, and on one occasion did I see anything of his wives—he had four or five. This was when I was taking a snapshot of His Excellency as he was standing at the entrance to his residence. I happened to look at the paper screen on my left and saw four astonished looking Manchurian ladies regarding me with apprehensive interest. As soon as they saw that I noticed they were peeping they disappeared. It may then be easily understood that the Manchus strongly disapproved of aliens living and sleeping in such instances in the same room as their families. But it had to be endured. What was much worse was destruction of their houses as the weather grew colder. I must express my opinion that the authorities failed to impress upon the rank and file the necessity for respecting the houses of the Manchus. At all times the soldiers, with singular shortsightedness, when fuel became scarce made fires with all the woodwork they could hack off the houses. At Shijihua when I left the doors and framework of the windows in nearly every house had been used for kindling and the people were filled up with kindling. Personally I strongly suspect that the belief was latent in the Manchus' hearts that the winter at Shijihua, and if so, one cannot help feeling sorry to think that he has had to reap the harvest sown by his shortsightedness. But that does not make the position any better for the Manchus, women and children who have suffered terribly during the months of December and January.

In another way also the feelings of the Manchus have been agonised. A conspicuous feature of the landscape of southern Manchuria, and one which acceptably relieves the monotonous sweep of the millet fields is the presence of two clumps round the grave mounds which dot the landscape and the screen of forest which surrounds every village. During 20 or 40 miles of the army these trees have been cut down to provide charcoal for the hibachi of the entrenched army. With his expressionless face one would not credit the Chinese with such sentiment but where the ashes of his fathers are concerned he has the same feelings as other races. Indeed, one of the unforfeitable crimes in the Chinese penal code is grave desecration. Conceive then with what anguish they have witnessed the demolition of the trees which they firmly believe maintain the graves from the intrusion of evil spirits. I hold the opinion that the destruction of these trees, small as they may seem, will operate in the direction of retarding the growth of a good understanding between the Chinese and the Manchus. It would be unwise to describe the Japanese troops as "ruthless soldiers" but all men when in a state of unfeeling urgency are to whether they will see another day dawn are apt to be careless of the feelings and prejudices of others when military requirements insist.

BY WHARF AND WAVE.

Masters of ships coming into the harbour are continually being inconvenienced by the large numbers of sampans and other small craft that are fastened on to their vessels while under way, in order to get on board to secure passengers or cargo. The Water Police are, however, continually on the lookout for offenders of this description, and this morning, at the Magistracy, seven junkmen were charged with fastening on to the steamers "Houan" and "Pandua" while in motion. They were fined \$25 each.

Three Chinese water-borne men were charged by Inspector Langley, at the Magistracy, this morning, with obtaining water for sale to ships from unauthorised streams. The Inspector stated that several boatmen had already been fined for a similar offence and asked for an increased penalty, as the fines did not seem to deter the water boat proprietors. Mr. Langley imposed a fine of \$20 each with the alternative of six weeks' gaol, and informed the defendants that the only authorised place to obtain water was at Laichikok, where it was sold by the Government at seven cents per ton.

The s.s. "Venus," 3,558 tons gross register, and the s.s. "Aphrodite," 3,949 tons gross register, both bound from Barry to Vladivostok with coals, and both owned by the Cornhill Steamship Company (Harris and Dixon, managers), have been captured by the Japanese. Ship, freight, and cargo are insured against war risk for \$22,000 by the "Venus" and about £19,000 by the "Aphrodite." In connection with the above steamers a "Disconsolate Underwriter" sent the following to Fairplay:—

"Aphrodite," Queen of Love!
"Venus," sweet as turtle dove!
Two in one, or one in two,
I wish I had not written you.

The report of the Hamburg-American Company, shows its vessels represent a gross measurement of 764,561 tons, making it the largest in the world, and it maintains 40 regular lines of steamers. The present statement is based shown by the following comparison:—In 1902 there was a disposable balance of m. 450,000, and a dividend of 4½ per cent. was paid; in 1903, m. 600,000 and dividend of 6 per cent. in 1904, m. 900,000 and dividend of 9 per cent. Thus the results of the past year are just twice as favourable as those of 1902, achieved in face of the struggle on the North Atlantic, which has been popularly regarded as a deadly chamber. An important source of revenue has been the sale of the "Augusta Victoria," the "Fürst Bismarck," the "Columbia," and the cargo steamer "Belgia." The report does not say that the vessels were sold to Russia. They are merely described as sold "with profit abroad." The "voluminous chartering business" of the past year, which we cannot help associating with the war, does not come into the account, nor does the recent sale of two other ships. It would appear, therefore, that a very considerable net-egg is retained for next year.

FREIGHT CIRCULAR.

Messrs Lamco and Rowe report under date of Saturday, April 22:—

The issue is a day earlier than usual, tomorrow being Good Friday. The freight market has remained in much the same position as last reported, though actual chartering has been confined to a somewhat smaller compass than during the preceding fortnight.

Business from Saigon to this has continued devoid of animation, and only two settlements have come to pass on basis of 13 cents per picul. The local rice market, after some slight signs of improvement, has relapsed into stagnation, and grain prices at Saigon, although lower than heretofore, will have to recede yet to render fresh chartering possible.

The most noteworthy feature of the period under review has been the strong inquiry after prompt vessels to lead Saigon to Philippines ports, and several charters of this nature ranging from 30 to 35 cents per picul. The demand continues unabated, and closing rates may be quoted 33/4 cents, i.e. for boats only, that is a position to leave Saigon latest on the 1st prox. On enquires in vessel-departing later, the new impact duty, alluded to in our last circular, will be levied by the Philippines.

No transshipments Saigon/Java have been reported, neither from Java to this. From Saigon to Japan only one fixture is on record, that of a small carrier at 33 cents per picul. Quite lately the enquiry appears to have temporarily opened, operators and owners alike, with the appearance of the Baltic Squadron in Eastern Waters, evincing a certain hesitancy in entering upon fresh engagements in that direction.

Grain in Bangkok is reported in good supply, and as soon as the local rice market has recovered from its present sluggish state, outside-tonnage will in all probability get a chance to chip in. Berth rates are firm at 3/23 cents.

Whilst rates from here to Chetoo and Newchwang have been well maintained, 22 and 23 cents respectively being still held for prompt boats, no improvement is noticeable, as far as return freights are concerned, in every other direction however, so latest Shanghai advices have the market is fairly active and rates are following an upward tendency. One charter of this nature has been brought about, viz. to this at \$1 40 per ton, and this rate is quoted at the close.

On time basis the fixture has been concluded of a small Norwegian steamer for a short term to cover a special requirement for Siam. An American ship "E. P. Hitchcock" will shortly proceed to the Philippines, where she is to load hemp for the States.

WEATHER REPORT.

The following notice is issued by Mr. Kigg of the Hongkong Observatory:—
On the 22nd at 11.55 a.m. The barometer has risen considerably over China and Japan.

The anticyclone, which is of considerable intensity, is still lying over N. China.

Gradients are moderate in the North, and steep over the Formosa Channel and northern shores of N. China Sea, where strong N.E. winds may be expected.

Forecast:—strong N.E. to E. winds; equally, rainy.

WHOLE TOOTH POWDER is a perfect, and an effective dentifrice, cleanses and preserves the teeth,—very refreshing.

WHEN SUFFERING from a cold and you feel an attack of pneumonia, a bottle of Chamberlain's Cough Remedy and use it judiciously. There is no danger from this disease when this remedy is used. It always cures and cures quickly. For sale by All Dealers; WATKINS & Co., Ltd., General Agents.

BY WHARF AND WAVE.

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To-day's Advertisements

POSTPONEMENT.
DOUGLAS STEAMSHIP COMPANY LIMITED.

FOR SWATOW.
The Company's Steamship "HAICHONG," Captain HONGKONG, will be despatched for the above Ports on MONDAY, the 24th inst., at 11 a.m.

For Freight or Passage, apply to DOUGLAS LARRAIE & Co., General Managers.

Hongkong, April 22, 1905. 830

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL AMERICA, AND SOUTH AFRICAN PORTS.

THE Steamship "COROMANDEL," Capt. J. M. MONTGOMERY, A.R.N.S., carrying Messrs. Maile's Mails, will be despatched for this PORT on SATURDAY, the 26th inst., at 11 a.m. Passengers and cargo for the above Ports in connection with the Company's s.s. "Victoria," 6,525 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable all Cargo for France, and for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Arabia," due in London on the 18th June, 1905.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further Particulars, apply to L. S. LEWIS, Acting Superintendent.

Hongkong, April 22, 1905. 833

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

The Co.'s Steamship "Pundich," having arrived from the above Ports, consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo requiring the discharge or re-shipment on board after 4 p.m. Saturday, the 22nd inst., will be landed at Consignee's risk and expense into Godowns at Tsimsho.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, April 22, 1905. 832

To-day's Advertisements

TO LADIES!
Ask for and insist on getting

SILVER DISH

Hams, Bacon, Cheese

Tinned Provisions.

To be obtained from all respectable dealers in Hongkong.

GEO. & JNO. NICKSON & Co., Ltd., LIVERPOOL, ENGLAND.
Hongkong, January 9, 1904. 20-6

ROYAL HONGKONG GOLF CLUB.

NOTICE.

THE QUARTERLY MEETING of the Royal Hongkong Golf Club will be held this week-end for the MacEwen and Martin Cups, from the 21st to the 24th inst.

C. E. H. BEAVIS, Hon. Secretary.
Hongkong, April 22, 1905. 834

THE DAIRY FARM CO., LD.

FINE FRESH SAUSAGES.

OWN MAKE.

25 Cents per Pound.

Hongkong, April 22, 1905. 836

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

WEDNESDAY,

the 26th April, 1905, at 12 o'clock Noon, at the CHINESE ENGINEERING & MINING Co.'s Godowns, Yau-mat, (FOR ACCOUNT OF THE CONSIGNED), 600 TONS JAPANESE COAL.

Transit—Cash on delivery.
GEO. P. LAMBERT, Auctioneer.
Hongkong, April 22, 1905. 835

PUBLIC AUCTION.

THE Undersigned has received instructions from B. H. HARRIS, Esq., to Sell by Public Auction, on

FRIDAY,

the 28th April, 1905, at 2 p.m., within his Residence, "GLASSBORO," The Peak, a WHOLE of his VALUABLE HOUSEHOLD FURNITURE

Comprising:—
TEAKWOOD EXTENSION DINING TABLE and CHAIRS, TEAKWOOD SIDEBOARD with BEVELLED GLASS, DINING WAGONS, CANTON CARVED BLACKWOOD CHAIRS, TEAKWOOD, MARBLED, BLACKWOOD TABLE, STOVE, REFRIGERATOR, JAPANESE SCREENS, DOUBLE and SINGLE BRASS MOUNTED BEDSTEADS with WINE and HAIR MATTRESSES, MARBLED TOP WARDROBES and BUREAU with BEVELLED GLASS, DOUBLE TEAKWOOD WARDROBES with GLASS, &c.; &c.

One Cottage Piano by M. F. Rachals & Co., Hamburg, One Lady's and 1 Gey's Bicycles, One EASTMAN-KODAK CAMERA and a number of SCIENTIFIC BOOKS, One Iron Safe by HARRIS, Goodwin & Co., Birmingham and London, &c.

A Large Assortment of PLANTS in Pots. Catalogues will be issued. Terms:—As usual.

HUGHES & HOUGH, Auctioneers.
Hongkong, April 22, 1905. 831

THE HONGKONG DOCKS.

A Record of the Founding and Development of the Hongkong and Wharves Dock Co., Limited.

Reprinted from the "CHINA MAIL."

Price, Fifty Cents.

To be had at the "China Mail Office" 5 Wyndham Street.

THE WINE GROWERS SUPPLY CO.

DIRECT IMPORTERS OF WINE, BEER AND SPIRITS from well-known Growers, Brewers and Distillers.

Price List on Application.

BARRETT & CO., Agents.
No. 22 & 24, BANE D. HILL, Queen's Road.

1891

ROBINSON PIANO COMPANY, Ltd.

WITH 17 YEARS' EXPERIENCE OF THE HONGKONG CLIMATE

MANUFACTURE IRON FRAMED PIANOS

Shipping.

PENINSULAR & ORIENTAL STEAMSHIP NAVIGATION COMPANY

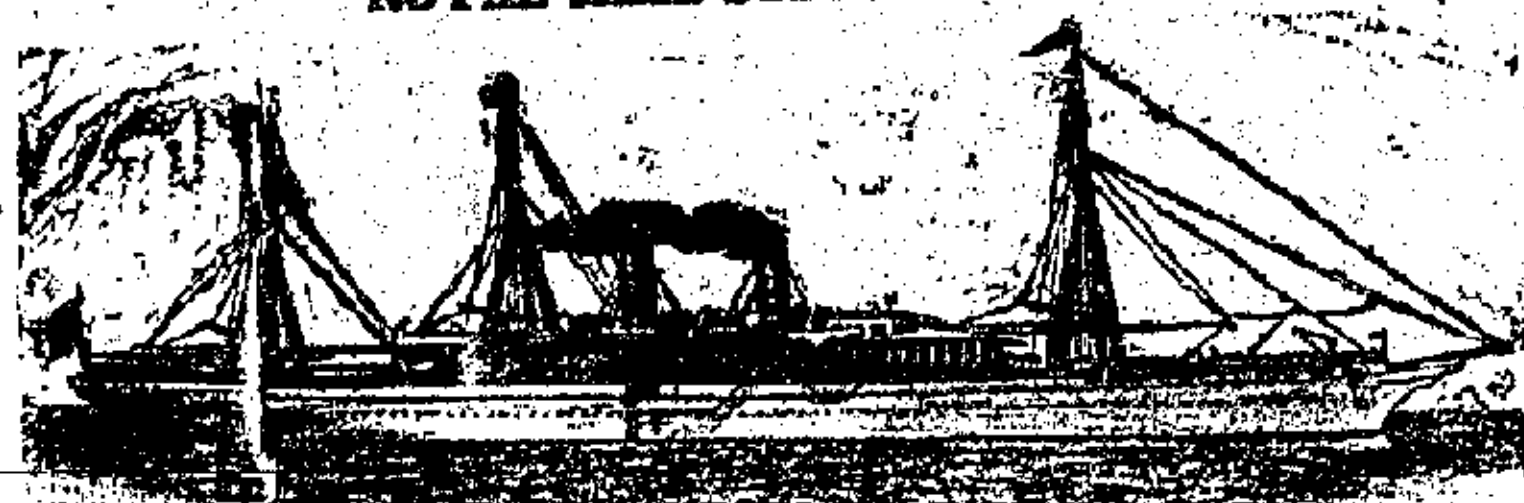
WILL dispatch VESSELS to the Undermentioned PORTS on the DATE named—

STRAINS	TO SAIL ON	REMARKS
LONDON & ANTWERP, Via Suez, Pango, Cebu, Port Said and Marseilles.	CEYLON..... About 28th April.	Freight and Passage.
YOKOHAMA, via SHANGHAI, KOBE and YOKOHAMA (Passing through the Island Sea).	SOCOTRA..... About 29th April.	Freight and Passage.
SHANGHAI.....	MALTA..... About 5th May.	Freight and Passage.
LONDON, &c.....	COROMANDEL..... Noon, 6th May.	See Special Advertisement.

For further Particulars, apply to L. S. LEWIS, Acting Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, April 22, 1906.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.
Sailing 3 to 7 Days across the Pacific.

PROPOSED SAILINGS FROM HONGKONG.	(Subject to Alteration.)
R.M.S. TARTAR..... 4425 Tons..... WEDNESDAY, April 26.	
R.M.S. EMPRESS OF JAPAN..... 6000 Tons..... WEDNESDAY, May 10.	
R.M.S. ATHLETIC..... 5882 Tons..... WEDNESDAY, May 24.	
R.M.S. EMPRESS OF CHINA..... 6000 Tons..... WEDNESDAY, May 31.	
R.M.S. EMPRESS OF INDIA..... 6000 Tons..... WEDNESDAY, June 21.	

Hongkong to London, 1st Class..... via St. Lawrence \$260. via New York \$242.
Intermediate on Steamers..... \$40. " " " \$42.

THE magnificent "EMPEROR" STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VICTORIA (B.C.), in 12 DAYS, and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. TARTAR and ATHLETIC carry INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for that class. Passengers booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Guides, Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, Acting General Agent, Pedder Street, Hongkong, April 10, 1906.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via ISLAND SEA OF JAPAN, MOBI, KORE & YOKOHAMA; FOR PORTLAND, OREGON, CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP.	Tons.	Captain.	To SAIL AT DAYLIGHT ON.
NUMANTIA.....	4370	BRUNNER.....	April 27, 1906.
ARABIA.....	4483	BAILE.....	May 11, 1906.
ARAGONIA.....	5198	SCHULTZ.....	May 30, 1906.
NICOMEDIA.....	4370	WAGNER.....	June 26, 1906.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.

Hongkong, April 20, 1906.

REGULAR STEAM-SHIP SERVICE BETWEEN HONGKONG, AND SOUTH CHINA COAST PORTS & FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

For	STEAMERS	Leaving
TAMSUI, via SWATOW AND AMOY.	FRITHIOF..... Capt. H. HARRISON.	SUNDAY, 23rd April, at 6 a.m.
SHANGHAI, via SWATOW, AMOY AND FUCHOW.	OLARA JENSEN..... Capt. JENSEN.	TUESDAY, April 25, at 8 a.m.
TAMSUI, via SWATOW AND AMOY.	PROTEUS..... Capt. C. MOORE.	SUNDAY, April 30.
ANPING, via SWATOW, AND AMOY.	BUERSTERN BJORNSEN..... Capt. BJORNSEN.	WEDNESDAY, About May 3.

For Freight, Passage and further information, apply to BRADLEY & CO., Ltd.

OSAKA SHOSEN KAISHA.

Hongkong, April 10, 1906.

NORTHERN PACIFIC LINE. BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO. CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

STEAMSHIP.	Tons.	Captain.	To SAIL.
TREMONT.....	3600	T. W. Garlick.....	About April 26.
LYRA.....	4417	G. V. Williams.....	About May 2.
HYADES.....	3763	Geo. Wright.....	About May 23.

1 Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND COUSINE. KITCHEN LIGHT, DOCTOR AND STEWARDESSES.

The Twin-screw s.s. Shawmut and Tremont are fitted with very superior accommodation for First and Second-Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in hold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

Dodwell & Co., Limited,
GENERAL AGENTS.

QUEEN'S BUILDINGS,
Hongkong, April 10, 1906.

Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED, AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA, AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	DUY
GLASGOW AND LIVERPOOL.....	CAICHAS.....	28th April.
GLASGOW AND LIVERPOOL.....	MOYUNE.....	28th April.
GLASGOW AND LIVERPOOL.....	DEVILON.....	6th May.
GLASGOW AND LIVERPOOL.....	KEWATON.....	6th May.
GLASGOW AND LIVERPOOL.....	MEWATON.....	16th May.
GLASGOW AND LIVERPOOL.....	NINGGOW.....	18th May.
GLASGOW AND LIVERPOOL.....	HACOT.....	22nd May.
GLASGOW AND LIVERPOOL.....	BYON.....	30th May.
GLASGOW AND LIVERPOOL.....	PRAM.....	31st May.

HOMEWARDS.

FOR	STEAMERS	TO SAIL.
AMSTERDAM, LONDON & ANTWERP.....	KAROW.....	25th April.
AMSTERDAM, LONDON & ANTWERP.....	JACK.....	8th May.
* GENOA, MARSEILLES & LIVERPOOL.....	LAERIS.....	20th May.
AMSTERDAM, LONDON & ANTWERP.....	DANPUS.....	23rd May.
AMSTERDAM, LONDON & ANTWERP.....	CAICHAS.....	23rd June.
* GENOA, MARSEILLES & LIVERPOOL.....	DEVILON.....	29th June.
AMSTERDAM, LONDON & ANTWERP.....	KEWATON.....	29th June.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL.
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NINGCHOW, NAGASAKI, KOBE & YOKOHAMA.	21st May.

For freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, April 22, 1906.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL.
MANILA.....	TAMING.....	25th April.
KOBE.....	TRINAN.....	25th April.
ILOILO.....	SENGKING.....	25th April.
CEBU.....	SINGORA.....	25th April.
TSINTAO, CHEFOO & TIENSIN.....	KANU.....	26th April.

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light, Unrivalled Table. A fully qualified Surgeon is carried. Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports. Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports. N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australia Ports.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, April 22, 1906.

HONGKONG—MANILA.



Highest Class, newest, fastest and most luxurious Steamship between Hongkong and Manila.—Saloon amidships. Electric Light—Perfect Cuisine—Surgeon and Stewardsess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Date.
ZAFIRO.....	2540	R. Rodger.....	Manila	April 29 at 10 a.m.
RUBI.....	2540	H. A. Notley.....	"	May 6, at 10 a.m.

For Freight or Passage, apply to

Shewan, Tomes & Co.,
General Managers.

Hongkong, April 18, 1906.

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND SUEZ CANAL.

(With Liberty to Call at the MALABAR COAST.)

S.S. ATHOLL.....About 16th May, 1906.

S.S. NORDPOL.....About 16th June, 1906.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, April 14, 1906.

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT (or via CHEFOO or CHIN-WAN-TAO) to DURBAN, NATAL.

THE following Chartered Steamers will run at intervals of about 3 Weeks—

S.S.	Captain	J. P. Dawson.
S.S. SWANLEY.....	J. W. Martin.
S.S. COURTFIELD.....	W. E. Smith.
S.S. ORANLEY.....	M. ROBINSON.
S.S. IRELL.....	C. E. Cox.
S.S. ASOOT.....	J. G. WILLIAMSON.
S.S. LUTHER.....	E. S. PEARCE.
S.S. SIEN.....	J. ROWLEY.
S.S. SOFALA.....	G. R. CHAPMAN.
S.S. INDRASHAMA.....	J. CHILDERSON.
S.S. INDRATELLI.....	G. B. BAKER.
S.S. BALDA.....	Geo. BAKER.
S.S. THERINE PARK.....	Geo. BAKER.
S.S. KUKULA.....	Geo. BAKER.

For Freight, apply to

GIBB LIVINGSTON & CO., Agents.

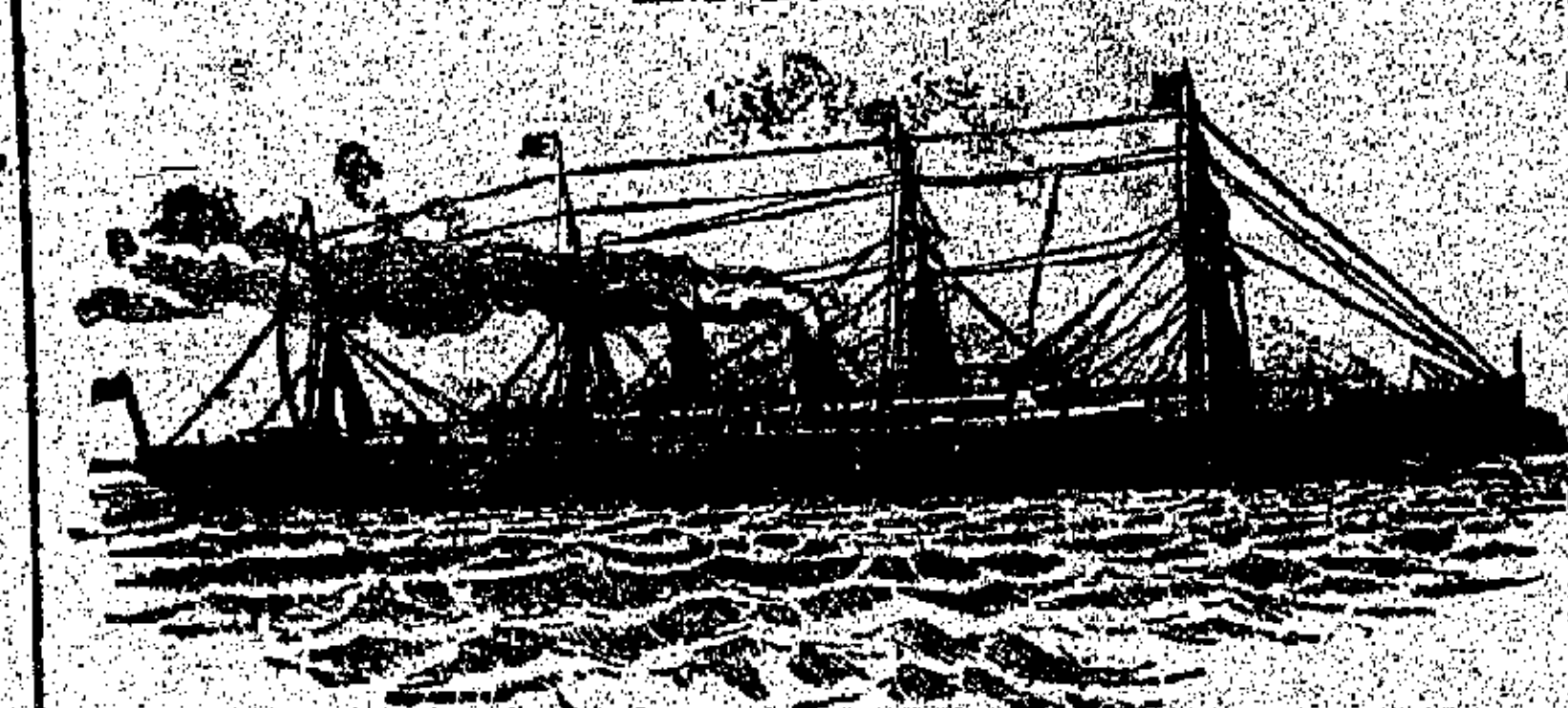
Hongkong, February 9, 1906.

Shipping.

PACIFIC MAIL S.S. CO. OCCIDENTAL AND ORIENTAL S.S. CO. TOYO KISEN KAISHA.

U.S. MAIL LINES.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



Only line taking the warm SOUTHERN ROUTE across the PACIFIC, via HONOLULU, the most fertile and beautiful island of the PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS	TO SAIL.
MONGOLIA..... 13,638 Gross Tons.....	FRIDAY, 28th April, at Noon.
CHINA..... 5,480	TUESDAY, 9th May, at Noon.
DORIC..... 4,784	WEDNESDAY, 24th May, at Noon.
MANCHURIA..... 11,480	WEDNESDAY, 24th May, at Noon.
KOROKA..... 11,480	TUESDAY, 13th June, at Noon.
COTIC..... 4,784	THURSDAY, 22nd June, at Noon.
SIBERIA..... 11,284	THURSDAY, 8th July, at Noon.

Record Trip Yokohama to San Francisco made by s.s. KOREA, 11,276 tons, Oct. 18th-24th, 1902; 10 days, 15 hours.

THE P. M. Steamship MONGOLIA will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE (INLAND SEA) YOKOHAMA, and HONOLULU on FRIDAY, the 28th April, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies and connecting Steamers.

For further information, apply to the Agency of the Companies, Queen's Building.

Hongkong, April 19, 1906.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	To SAIL.
* SWATOW & SHANGHAI	HINSANG.....	SUNDAY, April 23, at Daylight.
SWATOW, CHEFOO AND TIEN SIN	WOSANG.....	SUNDAY, April 23, at Daylight.
SWATOW, CHEFOO AND TIEN SIN	ESANG.....	TUESDAY, April 25, at 4 p.m.
* SINGAPORE, PRNANG AND CALCUTTA	NAMBANG.....	WEDNESDAY, April 26, at 8 p.m.
* SHANGHAI.....	AMARA.....	THURSDAY, April 27, at 4 p.m.

* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

755

JAVA-CHINA-JAPAN LINE.

REGULAR FOUR-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS.	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS.....	JAVA PORTS.	First half June.	JAPAN, via SHANGHAI.	First half June.
TJILATJAP.....	JAPAN.	Second half May.	JAVA PORTS.	Second half May.
TJIMATI.....	JAVA PORTS.	Second half April.	JAPAN, via SHANGHAI.	First half May.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands, India and through B.C.

For particulars of Freight and Passage, apply to the

HEAD AGENCY,

Java-China-Japan Lijn,
ALEXANDRA BUILDINGS.

TELEPHONE No. 275.
Hongkong, April 22, 1906.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship MARIA Y. LERIE, Captain BERNARDINI, will leave for the above places on TUESDAY, 25th Inst., p.m.

For Freight or Passage, apply to SANDER, WILHELM & CO., Agents.

Princes' Building, Hongkong, April 18, 1906.

FOR NEW YORK, VIA PORTS AND SUEZ CANAL.

(With liberty to call at the MALABAR COAST.)

THE Steamship HUDRON, Captain HUVER, is expected here on the 24th inst., 4 p.m. light, and will be despatched on SUNDAY, the 29th April, p.m.

For Freight, etc., Apply to STANDARD OIL COMPANY, Agents.

Hongkong, April 18, 1906.

* BEN LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP.

THE Steamship HENRI, Captain MONTAGNE, will be despatched as above on or about 15th May, 1906.

For Freight, apply to GIBB LIVINGSTON & CO., Agents.

Hongkong, April 14, 1906.

Shipping.

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship PINNA, Captain R. F. THOMSON, will be despatched as above on SUNDAY, the 23rd April, at Daylight.

For Freight or Passage, apply to JARDINE, MATHESON & CO., Agents.

Hongkong, April 17, 1906.

MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAGGIO, SINGAPORE, INDIA.

ADEN, BOXT, MARSHALLS, LONDON.

MADEIRA, BOXT, MINSTERMAN, AND BLACK SEA PORTS.

THE Steamship ARMAND BEHIC, Captain THOMSON, will be despatched for MARSEILLES on TUESDAY, the 2nd May, at 1 p.m.

Passage Tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next Sailings will be as follows—

S.S. DUMESNIL..... May 1, 1906.

S.S. DANIEL SIMONS..... May 30, 1906.

S.S. POLYMERIS..... June 13, 1906.

G. DE CHAMPEAUX, Agent.

Hongkong, April 18, 1906.

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship EMPIRE, Captain HELMA, will be despatched for the above Ports on SATURDAY, the 6th May, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A fully qualified Surgeon and Stewardsess are carried.

N.B.—To ensure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB LIVINGSTON & CO., Agents.

Hongkong, April 11, 1906.

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER CHUSAN.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above named Vessel are hereby informed that their Goods are being landed and placed at their disposal in the Hongkong and Foreign Wharves and Godowns Company's Godowns at Kowloon, where each consignee will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings Cargo—From London, &c., ex s.s. Himalaya and Bengali.

From Australia, ex s.s. Marineria.

From Calcutta, ex s.s. Saradina.

From Penang, &c., ex s.s. B. I. S. N. and B. and P. S. N. Co's steamers.

Optional goods will be loaded, here unless instructions are given to the contrary before Noon, Tuesday, the 15th inst.

Goods not cleared by the 20th Inst., at 4 p.m., will be subject to rent.

